

A Railroad That Will Revolutionize West Indian and South American Traffic

The recent purchase by J. P. Morgan & Co., the eminent banking firm, of \$10,000,000 first mortgage bonds of the Florida East Coast Railway Company, marked the first issue of bonds by this railroad company ever offered to the public, and the appearance of the first dollar of outside investment in an enterprise as remarkable as any ever undertaken by a single individual in the history of railway construction.

A few months ago the New York Herald propounded to its readers the question: "Who are the ten greatest living Americans?" The replies were numerous and interesting—numerous because an answer can be readily given by the average reader without prolonged consideration or troublesome research; and interesting, because, among other things, of the contrariety of the opinions expressed, since, beyond one or two notable names, scarcely any two of the responses agreed as to the persons entitled to the distinguished honor. In the nature of the case no criterion of standard for "greatness" can be prescribed. While eminently proper that those should be considered who have distinguished themselves in the various professions, in scholarship, or for conspicuous attainment in science, or letters, the public benefactor (under whatever standard may be employed) would seem to deserve equal consideration with them—that person being a benefactor of the race," as Dean Swift declared, "who causes two blades of grass to grow where one grew before."

Therefore, in a comparatively new country like ours, where general prosperity so largely depends upon the development of our natural resources and the creation of adequate facilities for their transportation, it would seem obvious that that person is "a benefactor of the race" whose genius conceives, and whose indomitable courage carries forward to completion, some great and difficult commercial undertaking by which mankind derives a distinct and lasting benefit.

By reason of the magnitude of his achievement in providing a great quasi public utility, at enormous cost and solely as an individual, without local or governmental aid, one involving the solution of untold engineering difficulties, and persecuted through a period of financial disturbances and industrial paralysis unprecedented in our history, Henry M. Flagler unquestionably stands foremost among living Americans in this field of human endeavor. Only an outline of his undertakings can be given within the compass of such an article. This is to be regretted, for, although his railroad has been under continuous construction for a score of years (no less than 5000 men being at times employed thereon), the work has nevertheless been so quietly and unostentatiously carried on that even now the public has no just conception of its nature, magnitude or importance. Comprehension of the stupendous engineering difficulties involved in much of the work has up to this time been confined to professional engineers and scientific bodies, who have closely watched its progress from the beginning, some of whom have been more or less skeptical as to the outcome.

Having a decided aversion to public notoriety, Mr. Flagler has not employed himself in proclaiming his plans and purposes from the house-tops, or in other spectacular advertising. He has been willing, without envy, that others should stand in the limelight. Beginning with the bridging of the St. Johns river at Jacksonville, he has proceeded, step by step, to construct, equip and put in operation, a railroad 600 miles long, tra-

versing the entire east coast of Florida to its southernmost extremity, penetrating for much of the distance a wild, uninhabited and inaccessible region. It renders northern markets available to owners of thousands of acres of land hitherto regarded as worthless; it has created enormous values where none existed before, and has led to a marvelous influx of permanent housekeepers and transient winter residents and the upbuilding of prosperous settlements and bustling towns in sections where a solitude prevailed and where for centuries the Seminole and the alligator had undisputed sway and held civilization at bay.

Hitherto, for four months of the year, practically two-thirds of the country's population have shivered with cold throughout inhospitable northern latitudes, finding relief therefrom only by fleeing to southern Europe or to the Pacific coast. Now they are seeking Florida resorts instead and spending their money at home. Mr. Flagler's enterprise having made accessible an American Riviera, infinitely larger than that which skirts the Mediterranean, and one which has been made even more seductive and delightful as a winter resort for our people. To accommodate this large transient element, adequate provision had to be made, and at heavy cost, and to that end alone, not less than \$12,000,000 have been expended on hotels, casinos, golf links, public baths, hospitals, street paving, sewer construction, and other like essentials to health and comfort.

But the most audacious project of Mr. Flagler approaches the road's final stage of completion. Within another twelve months he will have completed and in operation an extension of his East Coast system, a standardized railroad, built out from the main land for 130 miles, through the waters of the Atlantic ocean to Key West, by means of a series of massive pier-and-arch viaducts, constructed of reinforced concrete, rising thirty feet above mean water level. The road will link together the keys or islands, some thirty in number, by means of this series of colossal viaducts, some of which are three to four miles in length, and all of them over water varying from three to thirty feet in depth, thereby making Key West the commercial outpost of the country, commanding the entrance to the Gulf of Mexico, bringing Cuba within ninety miles of the great railway system of the continent, and, in effect, projecting our entire railway system hundreds of miles nearer to the Panama canal than any railway now existing. The advantages which this marvelous ocean highway is destined to afford our commerce with Cuba and the West Indies, as well as with Central and South America, and (on the completion of the Panama canal) with that of the countries of the Orient, are incalculable. In time of war, its strategic importance as an army and navy base, and its value as a base of supplies, it would be hard to exaggerate.

In no other country would such a project ever be thought of except as a national undertaking. Nowhere does history show a parallel to it as an individual enterprise. Only a country's strongest, most resolute men are ever identified with great and difficult physical undertakings of this character. Unless a public benefactor like this is for inscrutable reasons to be excluded from consideration as unworthy of recognition for this honor, I submit that it is just that Henry M. Flagler's name should be accorded its rightful place in the galaxy of the "ten greatest Americans now living."

while the latter is only a dress parade glutton.—Carrollton Cor. Newnan Herald and Advertiser.

HELP FOR THOSE WHO HAVE STOMACH TROUBLE

After doctoring for about twelve years for a bad stomach trouble, and spending nearly five hundred dollars for medicine and doctors' fees, I purchased my wife one box of Chamberlain's Stomach and Liver Tablets, which did her so much good that she continued to use them and they have done her more good than all of the medicine I bought before.—Samuel Boyer, Folsom, Iowa. This medicine is for sale by all druggists. Samples free.

HEALTH AND VITALITY

MOTT'S NERVINE PILLS
The great nerve and brain restorative for men and women. Produces strength and vitality, builds up the system and renews the normal vigor. For sale by druggists or by mail, \$1 per box, 6 boxes for \$5.
Sold by Tydings & Co.

Mrs. Robert L. Anderson spent Tuesday in Jacksonville.

SURGEONS TO RECEIVE ARMY INSTRUCTIONS

Beginning today (Wednesday) the camp for the instruction of officers of the militia of the United States will open for a two weeks' course, and orders have been issued by Adjutant General Foster, of the Florida state troops, which designate three surgeons of Florida to attend. Regular army surgeons will be at the camp, and they will have charge of the educational features, which will no doubt prove of great value, as all of the latest ideas of the regular service will be explained. The orders issued by General Foster are as follows:

"Special Orders No. 33:

"The following named officers of the medical department N. G. F., will proceed to Antietam, Md., for the purpose of attending and participating in a camp of instruction for medical officers, which has been established at that point by the war department.

"Major John S. McEwen, surgeon second infantry, N. G. F., Orlando.

"Captain William T. Elmore, assistant surgeon, first infantry, N. G. F., Jacksonville.

"First Lieutenant Charles B. McKinnon, assistant surgeon, first infantry, N. G. F., DeFuniak Springs.

"These officers will leave their home stations at such time as will enable them to reach Antietam by Wednesday, July 28th. Their course of instruction at the camp will commence July 29th, and terminate August 12th, 1909.

"Transportation and Pullman service will be supplied through the office of the adjutant general to and from Antietam.

"The officers attending this school will be provided at camp with tentage, cots and blankets. They need only carry such additional bedding as they may deem necessary to their comfort, their toilet articles and changes of clothing. They will wear the service uniform while at the camp of instruction.

"By command of the governor.

"J. CLIFFORD R. FOSTER.

"The Adjutant General, Chief of Staff."

MARION LIME COMPANY READY FOR BUSINESS

The Marion Lime Company, of which Mr. C. M. Carn of Reddick, Mr. Stephen Jewett of this city, and several others of our prominent citizens are members, are just about ready for business. They will fire one kiln on Saturday, and another next week.

The properties of this company are located near Reddick, and the prospects of the company are very bright. We wish them all the prosperity that they are anticipating.

DR. DOZIER RECEIVES APPOINTMENT

Dr. H. C. Dozier has been offered the position of Atlantic Coast Line physician and surgeon in this city, to succeed the late Dr. William Herbert Powers.

This is quite a compliment to Dr. Dozier. He has not yet accepted the appointment, but in all probability will do so. His friends congratulate him on his appointment.

Mr. S. S. Savage, who has recently purchased a half interest from Hon. George G. Mathews in the Bartow Record, was in town Wednesday, and speaks in glowing terms of the future of Bartow. Besides editing the paper, Messrs. Savage and Mathews have opened up a real estate agency and expect to make a mint of money, as Polk county is creating widespread interest in all parts of the country.

Mr. Savage says that the immigration to that section is going to be very large the coming winter.

Chamberlain's Colic, Cholera and Diarrhoea Remedy Would Have Saved Him \$100

"In 1902 I had a very severe attack of diarrhoea," says R. N. Farrar of Cat Island, La. "For several weeks I was unable to do anything. On March 18, 1907, I had a similar attack, and took Chamberlain's Colic, Cholera and Diarrhoea Remedy, which gave me prompt relief. I consider it one of the best medicines of its kind in the world, and had I used it in 1902 I believe it would have saved me a hundred dollar doctor's bill." Sold by all druggists.

L. J. Brumby, editor and proprietor of the Florida Fruit and Truck Grower, published at Ocala, was in the city yesterday on business. He is considered one of the best newspaper hustlers in the state and has a number of friends here who are always pleased to meet him.—Gainesville Sun.

The Tilghman cypress mill at Cedar Keys was wrecked by an explosion last Thursday.

ROBERT SINCLAIR
NOTARY PUBLIC
FIRE ACCIDENT INSURANCE LIFE HEALTH
Office 5, Gary Block
OCALA, FLORIDA



"BREAD DAY"

Just ask the men-folks about it. There's nothing in the world quite so enjoyable and tasty as good old home-made bread. Some women say its a bother, but good housekeepers don't look at it that way. Bake your own bread and get J. E. M. Flour—and you will have the best that money can buy. It's a little high in price, but you wont mind that when you see the results.

J. E. M. FLOUR IS GUARANTEED TO GIVE SATISFACTION OR MONEY REFUNDED

One of the big advantages of dealing with us is, that in anything you buy, you can always be sure of quality. Our guarantee goes with everything we sell.

HOW THE LITTLE THINGS RUN OUT . .

It's always the minor supplies that need watching. You're out before you know it. Look on the shelves tonight and make a list of the things you're short. Then come to us and get them. Our's is the one store that has what you want and always gives you what you ask for



O. K. GROCERY

HARVEY CLARK, Proprietor
Successors to Clark Bros.

OCALA, FLORIDA

STETSON COLLEGE OF LAW

The Stetson College of Law at DeLand, Florida, was organized in 1900, and has since done distinguished service for the legal education of Florida boys. A great many of the graduates of this department are holding places of distinction in the legal profession in Florida. Among them are an acting United States district attorney, a number of county prosecuting attorneys, county judges, municipal judges, and young men eminently successful as counsellors and attorneys.

The Stetson College of Law has the finest law library, with one exception, in the state of Florida. The institution has expended thousands of dollars in building up this library of legal references, and young men who take their law course at Stetson are given an opportunity to learn how to use a law library.

A glance at the faculty list in the new bulletin will be sufficient evidence that the university authorities are determined to increase and strengthen the teaching force from year to year in the law school to keep this department of the university to the forefront among the law schools of the country.

Requests for law school announcements should be addressed to Stetson University, DeLand, Fla.

Mr. and Mrs. R. R. Carroll and daughter, Merris, Mr. and Mrs. C. N. Kirkland, Mr. and Mrs. F. G. B. Weihe and Mr. and Mrs. H. M. Hampton have returned home from their camping trip at Shell Island, near Crystal River. They were gone for nearly two weeks, and had a glorious trip. They carried a cook with them and everything to make outdoor life pleasant, and enjoyed themselves to the limit, fishing, boating, bathing in the gulf, etc.

Mr. T. E. Pritchett of Candler was a visitor Wednesday, and says that Candler is feeling in high feather at the present moment because Mr. R. L. Martin has begun on his survey of the hard road from Candler to Leesburg, and it will soon be possible for the Candler peach and orange growers to go by automobile from their homes either to Leesburg or Ocala between meals. It is also rumored that a colony is speaking of locating near Candler, which will largely appreciate real estate values. Mr. Pritchett says that Candler is all to the good.

C. M. Dickerson, the hustling traveling passenger agent of the Seaboard railroad, returned from a trip to Ocala this morning. He says that Ocala is a live city at any time of the year. The government building, being erected at that place, is nearing completion.—Tampa Times.

Otis T. Green, one of the leading attorneys of Ocala, was a visitor here yesterday. He was connected with the adjustment case of the Dutton Phosphate Company and J. Buttgenbach Company, which was done through a committee of leading phosphate men.—Gainesville Sun.

Messrs. McIver & MacKay have received another carload of Jackson automobiles. Ocala now has more automobiles than one can count, and will soon be known as the "Automobile" instead of the "Brick" City.

Mr. Walter Young of the O. K. Grocery and Mr. Daniel Cappleman leave today for Lake Bryant, where they will spend several days fishing an enjoyable nature.

Mrs. Edd Carmichael has gone to Pine Bluff, Arkansas, to spend a month with Mrs. C. O. Harris, after which she will visit friends for some time at different places in Nebraska.

Mr. Nathan Ottensosser has returned to his home in New York, after a short visit in this city with the family of his uncle and aunt, Mr. and Mrs. Charles Peyser.

Burglars entered the Campbell House on Fort King avenue Tuesday night, and several nights ago tried to affect an entrance into the Wisteria.

Mr. Grumbles of the Buttgenbach Company, was in the city on Wednesday.

A FLOWER FOR THE BANNER

The following is among the letters most gratefully appreciated by the editor of this paper:

Ripley, W. Va., July 23, 1909.

To the Editor Ocala Banner:

For nearly twenty-five years the "Banner" has been a regular visitor in my home up in West Virginia. I remember of meeting the editor in 1886 in his office in Ocala, the only time I ever visited your city, and I have found the paper an excellent one, and while I have most always been overstocked with newspapers—getting more than I read—I have never felt like parting with the "Banner."

Yours truly,

W. W. RILEY.

Mr. B. V. Wiggins, superintendent of the hospital at the Marion Farms, was in Ocala Wednesday, and like nearly all good citizens enlisted as an Ocala Banner subscriber.

Mr. and Mrs. Gordon S. Scott and their daughter, Mrs. John H. Taylor, have returned home from St. Petersburg, where they spent several weeks very delightfully.

Dr. Sherouse, who is a student at the Atlanta College of Physicians and Surgeons, was among the visitors in Ocala on Wednesday. His home is at Campville.

Mrs. William A. Knight leaves this afternoon for Valdosta, Ga., where she will visit relatives for about six weeks.

Mr. C. A. Tremere came in from Bellevue Tuesday to attend the meeting of the Elks.

Mr. and Mrs. L. A. Gabel and baby will occupy one of Mr. A. G. Gates' houses on Dougherty street.

THE BEST ORANGE BOXES

Are made with the Billingsley Dovetailed Heads. Any leading manufacturer can furnish them. If your dealer cannot supply you, write

Ocala Box Co.
Z. C. Chambliss, Pres., Ocala, Fla.

